

CHAPTER 10: RECOMMENDATIONS

The recommendations were developed based on the Menominee Transportation/Land Use Plan task force feedback, the Menominee Nation Road Safety Audit (2009), the TTIP, the Menominee County Comprehensive Plan (2030), MITW Transit Development Plan (2008-2012), 2008 Menominee County/Tribe Specialized Transportation Coordination Action Plan, the GIS Decision Support Transportation Spatial Analysis and public feedback. The following describes the issue and recommendations to mediate.

SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) is a national and international movement to create safe, convenient and fun opportunities for children to bicycle and walk to and from schools. The goal of the program is to enable and encourage children K-8th grade, including those with disabilities, to walk and bike to school. The SRTS program is based on the principles of the 5-E's: Engineering, Encouragement, Education, Enforcement, and Evaluation. The program facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution. The program also will play a role in reversing the alarming nationwide trend toward childhood obesity and inactivity. SRTS funds are limited to children K-8 and to projects located within two miles of a school.



Let's Move! in Indian Country, May, 2011

East Central Wisconsin Regional SRTS

The East Central Wisconsin Regional SRTS Program focuses on empowering local communities and school districts with the resources and knowledge needed to implement SRTS activities. By working to make it safer and more appealing for students (grades K–8) to walk and bike to school, the Regional SRTS Program is continually making strides to improve childhood health, reduce traffic congestion and pollution, and create more livable communities.

Participating schools are required to put together, with the assistance of East Central staff, a local SRTS plan that includes the following: student and parent surveys; bike and walk audits; and school specific recommendations.

Student Surveys:

Student surveys tally how students are currently traveling to and from school. Student surveys are conducted one week for three days (Tuesday, Wednesday, and Thursday). National Safe Routes to School Form will be used for student surveys. Student surveys are typically distributed in the fall.

Parent Surveys:

Parent surveys are used to find out parent's concerns with allowing their child(ren) to walk or bike to school. These can be sent home in take home folders or in registration packets at the beginning of the school year. The National Safe Routes to School Form will be used for parent surveys. Parent surveys will be distributed in the fall and there is an online form that is available.

Bike and Walk Audits:

Task force members will go through a Bike/Walk Audit training where they look at various scenarios and discuss how they would solve them using the five E's. Bike/Walk Audits are simply observations and evaluation of existing walking/biking conditions at and around the school. East Central staff will assist task forces in conducting these and providing task forces with maps, a checklist and a comment sheet.

Regional SRTS Activities

Regional SRTS activities include, but are not limited to the following:

Parent Pledge:

The parent pledge is a form that parents sign stating that they will help keep students safe when they are at and around schools by following a few simple rules (i.e. no talking on cell phones, driving slowly in school zone, be considerate, etc.). Once parents sign the pledge, they will receive a "Safe Kid Zone" decal to put in their car window.

International Walk to School Day:

International walk to school day is held on the first Wednesday in October. Schools can register their event at <http://www.walktoschool.org/>. The Regional SRTS Program will provide schools with incentives to encourage students to walk to school that day. Schools will be asked to fill out a survey regarding their event once the event is over.

Bike to School Day/Bike Safety Day:

Bike to school day/bike safety day is held each May in conjunction with Bike to Work Week sponsored by Fox Cities Greenways. Schools will be asked to encourage students to bike to school that day or participate in a bike safety event (i.e. bike rodeo, bicycle safety quiz, or bicycle curriculum in physical education class). The regional SRTS program will provide schools with incentives for their event. Schools will be asked to fill out a survey regarding their event once the event is over.

Bike Rodeo:

Bike rodeos can be conducted as a separate event or during physical education class. A list of activities can be found in the Bike to School Day Guidebook, which is available on the Regional SRTS website at: <http://eastcentralrts.org/>

Frequent Walker/Biker Program:

Some schools have developed frequent walker/biker programs like Tuesday Trekkers or Walking Wednesdays. Schools will be provided with posters, punch cards, and toe tokens to encourage students. Students who walk at least two blocks will receive a punch card. Once their card is complete, students can turn it in for a toe token or additional incentive prizes.

Youth Engagement Program:

The Youth Engagement Program is a leadership program geared towards middle school students. The program has students develop sustainable transportation activities that increase physical activity, decrease traffic congestion, and decrease air pollution.

Walking School Bus/Bicycle Train:

A Walking School Bus is a parent or trained adult walking a group of students on a designated route to or from school. Often the Walking School Bus “picks-up” more students along the route. A Bicycle Train is the same concept as the Walking School Bus on bicycles.

Bicycle Blenders:

The bicycle blender is exactly what it sounds like; a blender that is powered by a bicycle. Students will be taught about the importance of eating healthy, exercising, and energy production and conservation. The bike blenders can be used by students of all ages to create slushies, smoothies, etc. Essentially, riding a bike on a stationary trainer provides the “pedal power” to mix ingredients in the blender. Schools/communities participating in the East Central Regional SRTS Program are eligible to check-out the bike blender(s) and associated bicycle(s) for use in the classroom or at special events that promote safe bicycling.

Bicycle Fleet:

The bike fleet consists of 18 bikes that range in sizes to accommodate students in grades K-8. The bike fleet will be available to participating schools and will be reserved in two-week increments to use in conjunction with bicycle safety lessons (as a part of their physical education curriculum). **The bike fleet is not yet available for check-out, but will be in the future. If interested, please contact East Central Regional SRTS staff.**

Menominee Indian School District SRTS

The Menominee Indian School District (MISD) is in the process of implementing a SRTS program, which will build off of a number of already successful healthy initiatives in place. MISD is unique in the fact that the whole Menominee community is involved in the school system. The MISD and Menominee community worked together to provide students with healthy options for lunch, healthy snacks to bring home and to provide healthy drink alternatives to soft drinks. The Menominee Primary Schools have a daily walking program where students get out and walk the school grounds. The students are also exposed to the science of horticulture through their work on the Johnny Reiter apple orchard.



Menominee Indian School District Johnny Reiter Apple Orchard

The MISD is searching for more opportunities to help their student's combat obesity and to become healthy and successful. It is important to the MISD to stay connected to the community. One way they can do that is to open their school facilities to the community. The rubberized track at the High School is open to the community outside of school hours. The track is home to a number of walkers and runners, events such as the "Menominee Youth Olympics", the "Diabetes Walk" and the training grounds for the local fire fighters. There is interest in developing a trail system for the Menominee Primary School that would also be open to the community outside of school hours.

Menominee Indian School District SRTS Recommendations

- Continue to work with the East Central Wisconsin Regional SRTS to implement a SRTS program.
- Form a Menominee Indian School District SRTS work group.
- Develop and implement a "SRTS Action Plan".
- Create a walking trail throughout the Primary School grounds.
- Enhance daily frequent walking program with incentives.
- Implement other SRTS activities.

Menominee Indian Tribal School

The Menominee Tribal School is located in Neopit and has a 2012 enrollment of 222 students, which is an increase from the previous year's 186. The Menominee Tribal School is working to provide their students with activities to be active and healthy. They received a Fresh Fruit and Vegetable grant from the Department of Public Instruction which allows the school to provide a fresh fruit or vegetable snack to the students in grades K-5 three times per week and they have a bike fleet that students can use on the trails behind the school. The Menominee Tribal School is constantly looking for new ways to increase their student's health and wellbeing.



Menominee Tribal School

Menominee Indian Tribal School Recommendations

- Continue to work with the East Central Wisconsin Regional SRTS to implement a SRTS program.
- Form a Menominee Tribal School SRTS task force.
- Develop and implement a "SRTS Action Plan".
- Work with Menominee Tribal Enterprise to enhance trail system behind the school.
- Implement other SRTS activities.

GIS DECISION SUPPORT TRANSPORTATION SPATIAL ANALYSIS

The Geographic Information Systems (GIS) decision support transportation spatial analysis uses GIS software to map the existing transportation system and spatial analysis to identify gaps in the system. The primary focus of this analysis is on bicycle and pedestrian accommodations.

Spatial Analysis Recommendation

Keshena

Keshena does have an existing sidewalk network in place throughout the community, but there were gaps identified. The following are the recommended connections to make Keshena more bicycle and pedestrian friendly (**Exhibit 9-1**):

- Sidewalk on west side of STH 47/55 to connect the casino to Tribal services off of Wolf River Drive.
- Sidewalk on Wolf River Drive to connect to all Tribal services.
- Sidewalk from STH 47 to Pow Wow Grounds.
- Sidewalks along on Our Children's Road to connect STH 47 to the Transit Center.

- Sidewalks in subdivisions east and west of STH 47/55 to connect them to the rest of the community.
- Bike lane on STH 47/55, Go Around Road, Warrington Road, Chief Carron Road and Our Children's Road to further connect Tribal members.
- Trail connecting Keshena to Shawano.

Middle Village

Middle Village is primarily comprised of residential dwellings with sidewalks. The following are the recommended connections to make Middle Village more bicycle and pedestrian friendly (**Exhibit 9-2**):

- Connect road and sidewalk of North Elm (N. Anepahtek) to South Elm (S. Anepahtek) to increase connectivity.
- Connect road and sidewalk of North Norway Pine to South Norway Pine to increase connectivity.
- Add sidewalks and bike lane on CTH G from Yellow Birch to STH 47.
- Add sidewalks to White Cedar Road to provide access to the Wolf River C.B.R.F. and the Maehnowesekiyah facility.

Neopit

Neopit is comprised of industrial and residential and is home to Menominee Tribal School and Menominee Middle School. There are a number of sidewalks, but there are some connections missing. The following are the recommended connections to make Neopit more bicycle and pedestrian friendly (**Exhibit 9-3**):

- Add bike lane on STH 47 through Neopit to provide another transportation option.
- Add sidewalk on the north side of STH 47 to provide pedestrians with complete facility.
- Add sidewalk connections in north and south neighborhoods to further connect the community.
- Add a pedestrian crossing beacon to First Avenue and STH 47 intersection and across from the Menominee Middle School to allow students and pedestrians to cross STH 47 safely.

Zoar

Zoar is a small residential community with no pedestrian facilities. The following are the recommended connections to make Zoar more pedestrian friendly (**Exhibit 9-4**):

- Add sidewalks to connect community.

MENOMINEE SIDEWALK ORDINANCE

Sidewalks are a must have for any community, but require maintenance and monies to remain a viable transportation mode. Implementing a sidewalk ordinance establishes the responsible parties for maintenance and construction cost. The sidewalk ordinance below is an **example** and would have to be revised to meet the needs of the MITW.

MITW Sidewalk Ordinances Recommendation

1. CONSIDERATIONS FOR ADDING SIDEWALKS

- a. Roadway vehicle volume and speed limits
- b. Road classification (local, collector, arterial)
- c. Pedestrian and bicycle volumes
- d. Direct access to public place (schools, playgrounds, commercial areas, public buildings, etc)
- e. Land uses
- f. Population density
- g. Connectivity to other sidewalks, paved shoulders, paths and trails.
- h. Existence of a sidewalk agreement or development agreement with local municipality.

2. OBSTRUCTIONS AND ENCROACHMENTS

- a. No person shall encroach upon or in any way obstruct or encumber any street, alley, sidewalk, public grounds or land dedicated to public use, or any part thereof permit such encroachment or encumbrance to be placed or remain on any public way adjoining the premises of which he/she is the owner or occupant.

3. REMOVAL OF RUBBISH AND DIRT

- a. No owner or occupant shall allow the sidewalk abutting their premises to be littered with rubbish or dirt.
- b. If owner or occupant refuses or fails to remove rubbish or dirt in timely manner, the **Tribe** shall remove the rubbish/dirt. The **Tribe** will bill the owner or occupant the **Tribal** cost required removing such objects.

4. REMOVAL OF SNOW AND ICE

- a. The owner or occupant of any parcel or lot abutting sidewalk shall clear entire width of said sidewalk of any snow or ice within 24 hours from the time the snow ceases to accumulate. If ice has formed on sidewalk, owner or occupant is required to cover ice with appropriate materials (sand, salt) to permit safe travel for pedestrians.
- b. If owner or occupant refuses or fails to remove snow or ice, Tribal employees may be directed to clear such snow and ice. The **Tribe** will bill the owner or occupant the **Tribal** cost required to remove the snow and ice.
- c. The owner or occupant shall not push, plow, or otherwise deposit snow from within his/her lot line onto the public street or alley.
- d. Responsible parties for street snow removal shall not push, plow or otherwise deposit snow on the sidewalk inhibiting the owner's responsibility to keep the sidewalk clear of snow and ice.

5. SIDEWALK GRADES

- a. The grade of all streets, alleys, and sidewalks shall be established and shall be recorded by the **Tribe**. No street, alley, or sidewalk shall be worked until the grade thereof is established.

- b. No person shall alter the grade of any street, alley, sidewalk, or public ground, or any part thereof.

6. CONSTRUCTION

- a. Whether by petition or as determined to benefit the safe travel of the public, when new sidewalk is installed within municipal limits, the cost of such sidewalk will be borne by the **Tribe**.
- b. Where sidewalk already exists, but is found to be defective or otherwise in need of replacement and such defect or finding is due to normal wear, or the results of neutral action such as tree growth, frost upheaval or erosion, the cost of the replacement shall be borne by the **Tribe**.
- c. When sidewalk is defective or otherwise in need of replacement as a result of the action whether intentional or not of the property owner, his contractor or other contractor, then the cost of sidewalk replacement shall be borne by that party regardless of the age of the sidewalk now rendered defective.

MENOMINEE NATION ROAD SAFETY AUDIT

The Menominee Road Safety Audit (RSA) was conducted by Opus International Consultants Inc. in 2009, who was retained by the College of Menominee Nation. The consultant was tasked with evaluating all roadways within the reservation based on operation and design. For the operational stage components, the RSA team reviewed the existing safety performance and identified safety issues at key locations with the Menominee Nation. For the design stage components, the RSA team reviewed the designs for resurfacing projects on STH 55 (STH 47 to north county line), STH 47 (west limits of Neopit to the west county line) and a Traffic Impact Assessment for a proposed expansion of the casino in Keshena.

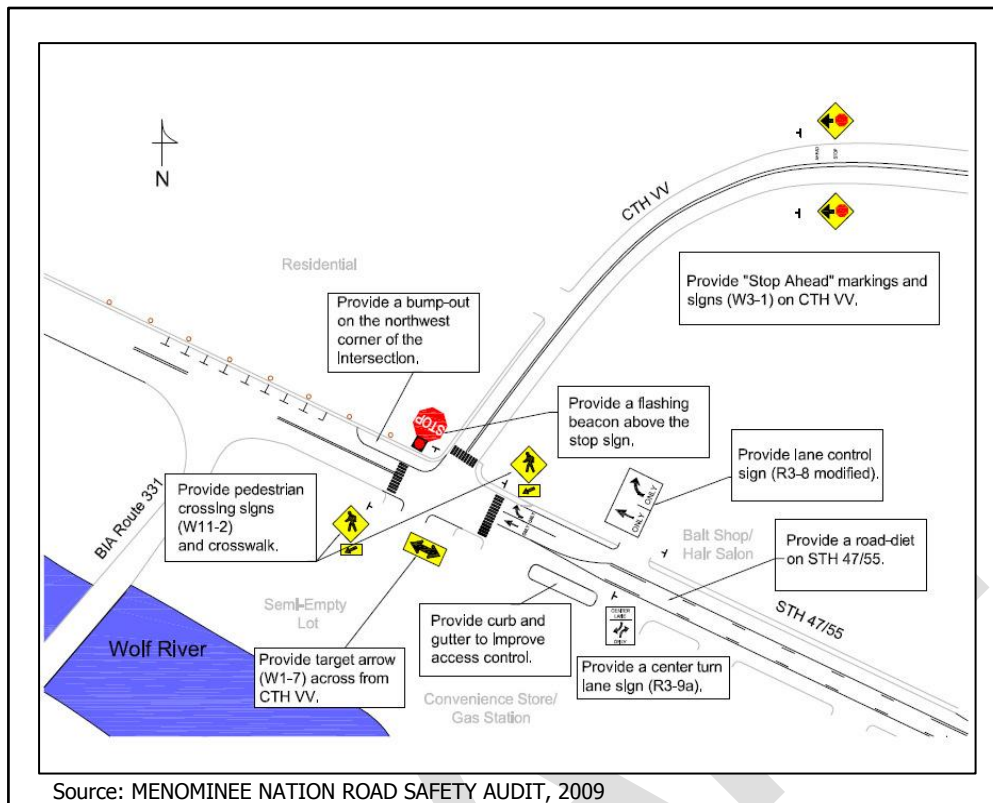
The Menominee RSA made the following recommendations:

SAFETY ISSUE (Number and Description)	Risk Rating	Suggestions
1. Lane Departure 1(a) Clear zone 1(b) Steep side slopes 1(c) Vehicles crossing the centerline 1(d) Shoulder edge drop-offs	D	<i>Strategies to Keep Vehicles in their Lane</i> <ul style="list-style-type: none"> • Shoulder rumble strips • Centerline rumble strips • Continuous delineation • Improve warning signs • Safety edge • Barriers in high risk areas • Flatten steep side slopes • Shoulder cable guard rail <i>Strategies to protect drivers and occupants once they have left their lane</i> <ul style="list-style-type: none"> • Remove objects within the clear zone
2. Signing and Delineation	C	<ul style="list-style-type: none"> • Flexible delineators • Improve curve warning signs
3. STH 55 and CTH M (west) intersection 3(a) Limited intersection sight distance	C	<ul style="list-style-type: none"> • Improve signing • Lateral rumble strips on CTH M (west) • Improve intersection sight distance

3(b) Intersection located on horizontal & vertical curves 3(c) Signing		
4. STH 55 and CTH M (east) intersection 4(a) Horizontal & vertical curves limit intersection & stopping sight distance 4(b) Complex intersection layout	C	<ul style="list-style-type: none"> • Roundabout
5. STH 47 and CTH G intersection	D	<ul style="list-style-type: none"> • Intersection realignment • Roundabout
6. CTH VV and East County Line Road Intersection	C	<ul style="list-style-type: none"> • Enhance signing
7. Spirit Rock Area	C	<ul style="list-style-type: none"> • Provide crash test approved barrier • Enhance reflectivity of the barrier • Provide lighting
8. Speed Management	D	<ul style="list-style-type: none"> • Speed enforcement plan • Narrow lanes with edgelines • Gateway treatments • Permanent speed feedback signs
9. Non-motorized facilities in Keshena and Neopit	D	<ul style="list-style-type: none"> • Establish continuous sidewalk network • Improve pedestrian crossing
10. Access to the College of Menominee Nation	C	<ul style="list-style-type: none"> • Offset right turn lane on northbound STH 47/55 • Bypass lane for southbound STH 47/55
11. Access to the Casino		<ul style="list-style-type: none"> • Access modifications • Provide a road diet on STH 47/55 • Pedestrian improvements
12. STH 47/55 and CTH VV Intersection		<ul style="list-style-type: none"> • Provide "Stop Ahead" markings & signs (W3-1) on CTH VV • Provide a flashing red beacon above the stop sign on CTH VV • Provide a bump-out on the northwest corner of the intersection. • Pedestrian warning signs & crosswalks • R-3-8 modified lane use sign on northbound approach • Provide a road diet on STH 47/55 • Target arrow (W1-7) for CTH VV
13. Zoar	C	<ul style="list-style-type: none"> • Pedestrian facilities • Gateway treatment

Menominee Nation Road Safety Audit Recommendations

- Install shoulder rumble strips, centerline rumble strips, continuous delineation, and improve warning signs to help decrease lane departure accidents.
- Install flexible delineators and improve curve warning signs when warranted.
- Ensure all traffic signs meet Federal Highway minimum retroreflectivity standards.
- STH 55 and CTH M East
 - Due to the complex geometry at this intersection it is suggested that a single lane roundabout be considered. Roundabouts have been found to reduce high-speed conflicts associated with at-grade stop-controlled intersections. At this location a roundabout would allow for the elimination of the fork on CTH M (east). It would also reduce speeds for drivers travelling through the intersection and likely improve the intersection sight distance. A roundabout at this location would likely result in a moderate reduction in crash frequency, especially left-turn and angle crashes, and a high reduction of the severity of all crashes, due to the reduction in speeds.
- STH 55 and CTH M West
 - A bi-directional arrow (W1-7) may be useful at the intersection of CTH M (West) with STH 55 to indicate to drivers that they have come to a “T” intersection and that there is no through movement. Several other improvements to the signing have been suggested to WisDOT to include in the STH 55 paving project signing plans.
 - Lateral rumble strips that span the width of the roadway in advance of the stop sign or intersection, may be very advantageous in this instance given that this is the first stop sign that drivers may find after a long stretch of roadway on CTH M (west). Additionally, lateral rumble strips placed at regular intervals prior to the intersection, alert drivers to the fact that they will be coming to a stop controlled intersection. As one of the sets of lateral rumble strips would be located on the bridge over the Wolf River, the use of plowable thermoplastic rumble strips may be considered for that spot. Several agencies in Michigan are utilizing plowable thermoplastic lateral rumble strips in locations where it is not feasible to mill in rumble strips.
 - To improve intersection sight distance, it is suggested that several of the trees located on the northwest corner be removed. This will improve the sightlines and enhance the visibility of the intersection.
- STH 47/55 and CTH VV
 - To increase stopping sight distance and to limit conflict points the following signage measures are recommended. STH 47/55 from Duquaine Rd to north JCT of CTH VV is planned to be reconstructed in 2017, thus the MITW should encourage WisDOT to incorporate the signage upgrades to create a safer intersection.

Figure 10-1. Illustrates recommended signage measures.**CTH W and East County Line Road**

- It is suggested that Y-intersection warning signs be provided on the approaches to this intersection.
- Provide crash test approved barrier with enhance reflectivity and lighting to Spirit Rock.
- Establish continuous sidewalk network and pedestrian crossing in Keshena and Neopit.
- Install pedestrian facilities and a gateway treatment in Zoar.

ALL TERRAIN-VEHICLE-USE

All-Terrain-Vehicle (ATV), per MITW ordinance, is classified as an engine-driven device which has a net weight of 900 pounds or less, which has a width of 48 inches or less, which is equipped with a seat designed to be straddled by the operator and which is designed to travel on two or more low-pressure tires. A low-pressure tire is a tire which has a minimum width of six inches, which is designed to be mounted on a rim with a maximum diameter of 12 inches and which is designed to be inflated with an operating pressure not to exceed six pounds



per square inch as recommended by the manufacturer. The term "all-terrain vehicle" shall also include non-street-legal motorbikes, motorized vehicles, snowmobiles, go-carts, golf carts, six-to eight-wheel amphibious vehicles, and utility-type side-by-side vehicles, regardless of size, weight or dimensions.¹

The current ordinance (Article IV, § 550-14-§ 550-21.2) states the following: The following is not inclusive, but just a portion of the total ordinance.

- Prohibits ATV use on any pathways or sidewalks specified for pedestrian use.
- ATVs can be used on paved roadways for the following:
 1. To cross a roadway.
 2. On any roadway not seasonally maintained for motor vehicle traffic.
 3. To cross a bridge, culvert or railroad right-of-way.
 4. On roadways designated as all-terrain vehicle routes.
 5. On roadways if the all-terrain vehicle is an implement of husbandry.
- ATVs can be operated adjacent to a paved roadway on an ATV route or trail if the ATV is operated in the following manner:
 1. At a distance of 10 feet or more from the paved roadway along U.S. numbered highways, state and county highways, tribal roads, town roads, and BIA roads.
 2. Travel shall conform to the direction of traffic in the nearest lane.
 3. Roadway speed limits shall be observed when traveling adjacent to a roadway.

ATV use on the reservation's sidewalks, pedestrian pathways, makeshift trails and roadways is becoming a huge concern to the MITW because of the potential safety hazard to the users, area pedestrians and vehicles in vicinity of ATVs. The ordinance adopted 8-20-1997 and amended in its entirety on 5-10-2010 is sufficient in content, yet the problem still exists.

All-Terrain-Vehicle Use Recommendations

- Work with the Menominee Law Enforcement to step up enforcement of illegal ATV use.
- Educate ATV users on laws and regulations and safety.

TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM

The TTIP is a short term planning document containing a prioritized list of transportation projects to be funded in a five year period of time and an illustrative list, which are a list of unfunded projects to be added if funding is identified. TTIP are required under federal regulations (MAP-21) and must demonstrate fiscally constraint and be updated annually.

Transportation projects are selected from TTP inventory. The TTP inventory are public roads which provide access to and within Indian reservations, Indian trust land, restricted Indian land, and Alaska native villages. Approximately 29,000 miles are under the jurisdiction of Bureau of Indian Affairs (BIA) and tribes and another 73,000 miles are under State and local ownership. The TTP program funds can be used for any type Title 23 transportation project providing

¹ Tribal Government of Menominee Indian Tribe of Wisconsin Code, Article IV All-Terrain Vehicles (§ 550-14 — § 550-21.2)

access to or within Federal or Indian lands and may be used for the State/local matching share for apportioned Federal-aid Highway Funds. The TTP inventory is a comprehensive database of all transportation facilities eligible for TTP Program funding by tribe, reservation, BIA agency and region, Congressional district, State, and county. Other specific information collected and maintained under the TTP Program includes classification, route number, bridge number, current and future traffic volumes, maintenance responsibility, and ownership.² The TTP inventory for the MITW is illustrated in **Exhibit 10-1**.

The Menominee Indian Tribes Road Work Group is identified by the Community Development Committee to recommend transportation projects for the TTIP. The group meets once a month to discuss the variety of ideas, problems, or roads issues that rise on the Menominee Reservation. This group consists of different people in the Menominee community from an array of programs, facilities, and government agencies that are used as public input. Community meetings and open Legislation meetings are also a source of community input that the Menominee Indian Tribe uses. The Tribe also uses the group as a means of communicating transportation planning, road maintenance, and construction activities within the Reservation/County. For Example, the group consists of members from the BIA, Menominee Tribal Enterprise (MTE), Environmental Services, Forestry, Menominee Indian School District, Historic Preservation, Menominee Tribal Utilities, Menominee County, and members of the Menominee Tribe. (**Table 10-1 to 10-9**)

² <http://www.bia.gov/WhoWeAre/BIA/OIS/Transportation/IRR/index.htm> 2/6/2012

Menominee Indian TTIP Recommendations

Table 10-1. 2012 Tribal Transportation Improvement Projects

ID	Project	Description	Total Estimated Cost
1	West Branch Road (County Portion)	Pulverize and shape City portion of road starting from Keshena Falls Road and ending just north of West Branch Cemetery Road	\$438,000
2	Neopit Road and Street Repair Initiative	Upgrading and repair of existing Neopit streets as funds allow and which will include the following roads located in Dog Town area: North 1st, 2nd, 3rd Streets, Store St., Water St. and North St.	\$333,000
NA	Standing Pines Drive	Direct Service Agreement Projects	\$3,000
NA	Middle Village Cemetery Road	Direct Service Agreement Projects	\$3,000
NA	Upper Bass Lake Road	Direct Service Agreement Projects	\$2,000
NA	County Hwy B	Direct Service Agreement Projects	\$1,000
NA	Big Jim Zoar Road	Direct Service Agreement Projects	\$3,000
NA	Bear Trap Falls Road	Direct Service Agreement Projects	\$3,000
NA	Sonny Pat Road (aka Spears Road)	Direct Service Agreement Projects	\$3,000
NA	Hillcrest Lane	Direct Service Agreement Projects	\$2,000
NA	South Branch Center Road Parking Lot	Direct Service Agreement Projects	\$2,000
NA	Zoar Ceremonial Road Parking Lot	Direct Service Agreement Projects	\$2,000
NA	Ponfil Road	Direct Service Agreement Projects	\$3,000
NA	Fair Grounds Road & Upper Pow Wow Area	Direct Service Agreement Projects	\$3,000
NA	Business Center Road (Parking Lot)	Direct Service Agreement Projects	\$3,000
3	Survey & R-O-W Perfection Initiative	Survey, and Prefect Right Of Way (ROW) for various roads on the Menominee Indian Reservation, and listed on the TTP inventory	\$5,000
4	Sidewalk/Parking Lot Initiative and Repair	Adding new or repair of sidewalks/parking lot in various location: Maehnowesekiyah Diversion Center Parking Lot; Head Start Loop Road Parking Lot; Day Care Center Parking Lot; and Tribal Office Lower Level Parking Lot	\$199,600

Table 10-1. 2012 Tribal Transportation Improvement Projects - continued

ID	Project	Description	Total Estimated Cost
5	New Street Light Initiative and Repair	Addition of new street lighting to various locations and repairs: Head Start Loop Road Parking Lot Lighting; and Maehnowesekiyah Diversion Center Parking Lot Lighting	\$60,000
6	TTP Transportation Planning	(5% TTP Construction Funds for TTP Transportation Planning)	\$82,200
7	TTP Road Maintenance	(25% TTP Construction Funds for TTP Road Maintenance)	\$411,000
8	TTP Transit	(5% TTP Construction Funds for TTP Transit)	\$82,200
		Total	\$1,644,000

Table 10-2. 2013 Tribal Transportation Improvement Projects

ID	Project	Description	Total Estimated Cost
9	West Branch Road Phase II (BIA-Tribe Portion)	Shape and re-gravel road starting from just north of WB Cemetery Road and ending at the intersection of Camp 16 & Camp 24 roads	\$340,000
10	Neopit Road and Street Repair Initiative	Upgrading and Repair of existing Neopit streets as funds allow and which will include the following roads in the White City Area: Cottage Ave, White Ave, Kohls St., Church St., Shawpokasic St., & A'Kwine'Me St. Circle Area: River St. Lawe Ave., James St. (currently gravel) Sewer	\$250,424
NA	Upper Bass Lake Road (Phase III / F5844019)	Direct Service Agreement Projects	\$2,000
NA	South Branch Center Parking Lot (F5871105)	Direct Service Agreement Projects	\$6,000
NA	Big Jim Zoar Road (F5844008)	Direct Service Agreement Projects	\$11,000
NA	Otratovec Loop Road	Direct Service Agreement Projects	\$3,000
NA	Sonny Pat Road (F5844023)	Direct Service Agreement Projects	\$3,000
NA	Zoar Ceremonial Center Parking Lot (F5873505)	Direct Service Agreement Projects	\$6,000
NA	Business Center Road (Parking Lot) F5844025	Direct Service Agreement Projects	\$7,000
NA	Rice Bed Road	Direct Service Agreement Projects	\$3,000

Table 10-2. 2012 Tribal Transportation Improvement Projects - continued

ID	Project	Description	Total Estimated Cost
11	Survey & R-O-W Perfection Initiative	Survey, and Prefect R-O-W for various roads on the Menominee Indian Reservation, and listed on the TTP inventory	\$3,000
12	Sidewalk/Parking Lot Initiative and Repair	Adding new or repair of sidewalks/parking lot in various locations: Our Childrens Rd, and Various Keshena locations, Keshena Senior Center Parking Lot, and CBRF Parking Lot	\$119,600
13	New Street Light Initiative and Repair	Addition of new street lighting to various locations and repairs throughout Keshena, Neopit, and Middle Village (Upgrade to LED)	\$71,000
14	TTP Transportation Planning	(5% TTP Construction Funds for TTP Transportation Planning)	\$63,500
15	TTP Road Maintenance	(25% TTP Construction Funds for TTP Road Maintenance)	\$317,300
16	TTP Transit	(5% TTP Construction Funds for TTP Transit)	\$63,500
		Total	\$1,269,324

Table 10-3. 2014 Tribal Transportation Improvement Projects

ID	Project	Description	Total Estimated Cost
17	County Hwy. G	Resurface from Koonz Lake Rd and re-align intersection at Hwy 47 for a safer and better visibility when entering highway	\$22,350
18	Neopit Road and Street Repair Initiative	Upgrading and Repair of existing Neopit streets as funds allow and which will include the following roads in the Zoar Area : Kis Ka Ha Quon Road, Pa Yae Wa Say Road, Wapun Road, Ceremonial Road, and Ackley Road (currently gravel)	\$458,000
NA	Direct Service Agreement Projects	Complete List of Direct Service projects TBD next year	\$100,000
19	Survey & R-O-W Perfection Initiative	Survey, and Prefect R-O-W for various roads on the Menominee Indian Reservation, and listed on the TTP inventory	\$3,000
20	Sidewalk/Parking Lot Initiative and Repair	Adding new or repair of sidewalks/parking lot in various location: Housing Parking Lot, LEC Parking Lot, & South Branch Fire Station Parking Lot	\$157,374
21	New Street Light Initiative and Repair	Addition of new street lighting to various locations and repairs	\$84,300
22	TTP Transportation Planning	(5% TTP Construction Funds for TTP Transportation Planning)	\$63,500

Table 10-3. 2014 Tribal Transportation Improvement Projects - continued

ID	Project	Description	Total Estimated Cost
23	TTP Road Maintenance	(25% TTP Construction Funds for TTP Road Maintenance)	\$317,300
24	TTP Transit	(5% TTP Construction Funds for TTP Transit)	\$63,500
		Total	\$1,269,324

Table 10-4. 2015 Tribal Transportation Improvement Projects

ID	Project	Description	Total Estimated Cost
25	Standing Pines Drive (F5844002) & STH 47/55 project	Upgrading and by adding a Round About at intersection this will be a project funded by both WisDOT and BIA/Tribal	\$330,000
26	Rice Bed Road	Shape and re-gravel road starting from County Hwy M road and ending at the intersection of Camp 24 Road	\$170,000
36	Old South Branch Road	Shape and re-gravel road starting from Rushes Lake road and ending at the intersection of County M Road	\$179,024
NA	Direct Service Agreement Projects	Complete List of Direct Service projects TBD next year	\$70,000
27	Survey & R-O-W Perfection Initiative	Survey, and Prefect R-O-W for various roads on the Menominee; Indian Reservation, and listed on the TTP inventory	\$2,000
28	Sidewalk/Parking Lot Initiative and Repair	Adding new or repair of sidewalks/parking lot in various location	\$55,000
29	New Street Light Initiative and Repair	Addition of new street lighting to various locations and repairs	\$19,000
30	TTP Transportation Planning	(5% TTP Construction Funds for TTP Transportation Planning)	\$63,500
31	TTP Road Maintenance	(25% TTP Construction Funds for TTP Road Maintenance)	\$317,300
32	TTP Transit	(5% TTP Construction Funds for TTP Transit)	\$63,500
		Total	\$1,269,324

Table 10-5. 2016 Tribal Transportation Improvement Projects

ID	Project	Description	Total Estimated Cost
37	Ponfil Road	Pulverize and Shape City. portion of road starting from Big Jim Zoar Road and ending at Askinette Road	\$349,424
38	S. Branch Community Road and Street Repair Initiative	Upgrading and Repair existing S. Branch streets as funds allow and will include the following roads located in or around S. Branch Community	\$281,000
NA	Direct Service Agreement Projects	Complete List of Direct Service projects TBD next year	\$73,000
39	Survey & R-O-W Perfection Initiative	Survey, and Prefect R-O-W for various roads on the Menominee; Indian Reservation, and listed on the TTP inventory	\$2,000
40	Sidewalk/Parking Lot Initiative and Repair	Adding new or repair of sidewalks/parking lot in various location	\$119,600
41	New Street Light Initiative and Repair	Addition of new street lighting to various locations and repairs	\$59,000
42	TTP Transportation Planning	(5% TTP Construction Funds for TTP Transportation Planning)	\$63,500
43	TTP Road Maintenance	(25% TTP Construction Funds for TTP Road Maintenance)	\$317,300
44	TTP Transit	(5% TTP Construction Funds for TTP Transit)	\$63,500
		Total	\$1,328,324

Table 10-6. 2017 Tribal Transportation Improvement Projects

ID	Project	Description	Total Estimated Cost
45	County Road B	Shape and re-gravel road starting from County A road and ending at the intersection of STH 55	\$338,000
46	Southline Road	Shape and re-gravel road starting from Keshena Lake road and ending at the intersection of CTH HH and East Line Road	\$233,000
NA	Direct Service Agreement Projects	Complete List of Direct Service projects TBD next year	\$83,000
47	Survey & R-O-W Perfection Initiative	Survey, and Prefect R-O-W for various roads on the Menominee; Indian Reservation, and listed on the TTP inventory	\$5,000
48	Sidewalk/Parking Lot Initiative and Repair	Adding new or repair of sidewalks/parking lot in various location	\$169,600

Table 10-6. 2017 Tribal Transportation Improvement Projects - continued

ID	Project	Description	Total Estimated Cost
49	New Street Light Initiative and Repair	Addition of new street lighting to various locations and repairs	\$59,424
50	TTP Transportation Planning	(5% TTP Construction Funds for TTP Transportation Planning)	\$63,500
51	TTP Road Maintenance	(25% TTP Construction Funds for TTP Road Maintenance)	\$317,300
52	TTP Transit	(5% TTP Construction Funds for TTP Transit)	\$63,500
		Total	\$1,332,324

Table 10-7. 2015 State Transportation Improvement Projects

ID	Project	Description	Total Estimated Cost
33	STH 47 - Shawano County Line to Duquaine Rd	Reconstruction/preservation -It is proposed to do an urban reconstruct of this segment of roadway. The project will include the extension of four lanes to the south. Includes a roundabout for the entrance to the casino and reduces the lanes to 2 with a center left turn lane.	\$2,000,000

Table 10-8. 2015 State Transportation Improvement Projects

ID	Project	Description	Total Estimated Cost
34	STH 47 and CTH G Intersection - Re-align roadway	The proposed improvement involves the relocating the STH 47 and CTH G intersection farther east along STH 47 to improve sight distance caused by horizontal and vertical curves along STH 47 to the west of the existing intersection. Safety will increase with the inclusion of a 90 degree intersection allowing motorist stopped on CTH G to see cross traffic on STH 47.	\$447,000

Table 10-9. 2017* State Transportation Improvement Projects

ID	Project	Description	Total Estimated Cost
35	STH 47 - Duquaine Rd to N JCT of CTH VV	Reconstruction/preservation - The project will include resurfacing from butt joint north of Duquaine Rd to N JCT of tribal Office Loop, urban reconstruction from N JCT of Tribal Office Loop through Fairgrounds Rd, and resurfacing from Fairgrounds Rd to the N JCT of CTH VV. Project to include on street accommodations for bicycles for entire length as agreed to by the tribe. The project to include pedestrian accommodation as agreed to by the tribe in the urban reconstruct portion. All signs and pavements.	\$815,000
*Project is advanceable, if there is room in the 2016 budget there is a possibility that the project may be moved up and constructed in 2016.			

MENOMINEE INDIAN TRIBE OF WISCONSIN DEPARTMENT OF TRANSIT SERVICES

Menominee transit service plays a vital role in the overall transportation system and in the lives of every tribal citizen; especially the elderly, youth, children at risk, low-income and auto less residents. The goal of the Menominee transit service is to provide transportation to allow people to travel to work on and near the reservation, to non-emergency medical and health needs and to travel to educational opportunities.

Menominee Transit Development Plan, 2008

The Menominee Transit Development Plan (TDP), 2008 was prepared by Peter Schauer Associates in Boonville, Missouri, who developed a five year framework for developing and implementing transit services through 2012. The TDP identifies the following recommendations:

1. Reconfigure current service to add fixed routes with fixed schedules.
2. Seek more partners for coordination.
3. Provide more training to staff in area of customer services.
4. Improve marketing and image.
5. Increase services to out of county destinations.



Menominee Transit Center

Menominee Transit Services Recommendations

- Implement the Keshena Route (**Exhibit 10-2**).
 - The Keshena Route consists of 22 stop locations throughout Keshena and takes approximately 40 minutes to run with an average stop time around 30 seconds.
- Implement the Shawano Route (**Exhibit 10-3**).
 - The Shawano Route consists of 28 stop locations connecting Keshena to and throughout Shawano. The route takes approximately 126 minutes to run with an average stop time around 30 seconds.
- Implement the Neopit Route (**Exhibit 10-4**).
 - The Neopit Route consists of 30 stop locations connecting Keshena to and throughout Middle Village and Neopit. The route takes approximately 73.5 minutes to run with an average stop time around 30 seconds.
- Implement the Legend Lake Route (**Exhibit 10-5**).
 - The Legend Lake Route consists of 16 potential pull off locations and one stop at the Thunderbird Supper Club/mini store. The route circles around the Legend Lake area. Pull off locations are paved areas to allow the bus to pull off of the road to safely pick up passengers. The route takes approximately 51 minutes to run with an average stop time around 30 seconds.

- Implement the Green Bay Route (**Exhibit 10-6**).
 - The Green Bay Route connects Keshena to Bonduel to Green Bay. The route will stop in Bonduel; at Green Bay's Hospitals - St. Mary's, St. Vincent, Bellin; College of Menominee Nation and the Green Bay Transit Center, which will allow users to connect to the Green Bay transit routes. The route takes approximately 154 minutes to run with an average stop time around 30 seconds.
- A summary of all proposed routes can be found on **Exhibit 10-7**.
- Install bus stop signage and shelters on all fixed routes (**Exhibit 10-2 to 10-7**).
- Develop an educational brochure to inform users of fixed routes, bus stop locations and fares.
- Update the Transit Development Plan.
- Continue and enhance coordination among MITW agencies.

MITW Transportation Asset Management

A transportation asset management approach is a commitment by a governing body to make cost-effective resource allocation and program decisions. Transportation assets, in this case, include pavements, bridges, hardware, transit buses, and stations. Applying asset management principles and practices can improve an agency's performance, cost-effectiveness, communication, accountability, and credibility.

In order to make effective decisions on the MITW's transportation assets; an inventory and assessment needs to be conducted. MITW is already collecting Surface Condition Index (SCI) and PASER data on the transportation system. The SCI and PASER data is compiled in Chapter 7 – System Analysis. The data allows the agency to gauge how the transportation system as whole changes over time and to determine how effective their decisions are.

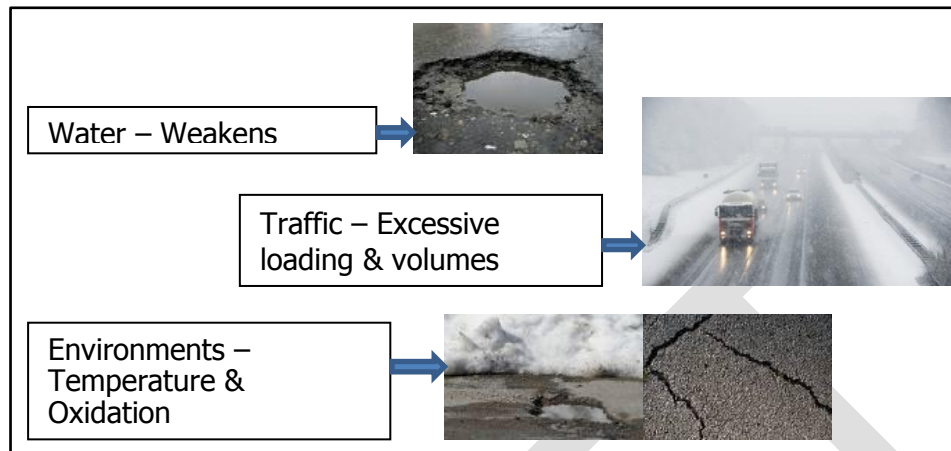
Life Prolonging Strategy

The "Mix of Fixes" is a strategy designed to maximize the service life of the transportation asset. The strategy is heavily dependent on preventative maintenance. The "Mix of Fixes" determines all the fixes for the system and selects the right fix at the right time to maximize the life of the asset. Fixes fit under two categories; capital improvements (Cap) and maintenance (Maint). Capital Improvements are those improvements that significantly extend service life. Examples of capital improvement are: resurfacing, mill and overlay, and reconstruction. Maintenance Improvements help preserve roads, but typically, a single application does not significantly extend service life. Examples of maintenance improvement are: joint and crack sealing, patching, and sealcoating.

"Mix of Fixes" are needed to combat the constant abuse that pavements and bridges experience on a daily basis.³

³ Asset Management Guide for Local Agencies in Michigan, December 2007

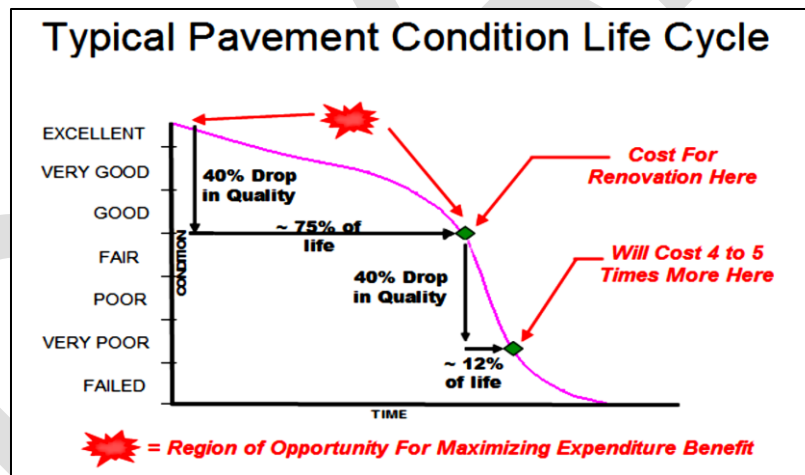
Figure 10-2. Illustrates the many deteriorating factors affecting pavements and bridges.



Region of Opportunity

Selecting the right fix at the right time is crucial to maximizing the service life of the asset. The region of opportunity is a period during the pavement life span that it is most opportune time for maximizing expenditure benefit.

Figure 10-3. Illustrates the region of opportunity.



Source: WISLR Pavement Analysis Tool User Guide, Version 1.5, June 2007

The MITW is currently utilizing "Cartograph" a GIS and business intelligence platform enhanced with capabilities for multi-user collaboration to manage their street network, signs and other transportation assets. "Cartograph" is the perfect software for the MITW to help make cost effective decisions with their transportation assets.

MITW Asset Management Recommendations

- Continue collecting SCI data for future analysis and implementing Cartograph.

Public Comments

All public comments collect during the planning process are compiled in **Appendix A**. The following recommendations address the concerns of the public.

- Veterans would like a vehicle to get to medical appointments. Sometime there is very little advance notice for appointments. In order to use Public Transit, advance notice is required. –
 - **Recommendation:** Menominee DTS and the Menominee Veterans group should continue discussions on providing transit services to the Veterans. A Memorandum of Understanding should be created.
- Medical Transportation!! Should be addressed, as Medical, not on a mail run to colleges, people with diabetes and Renal failure, especially. EMPATHY use Empathy.
 - **Recommendation:** Currently, the Menominee DTS runs an “on demand service”, which provides medical services, but on a first come first service policy. The implementation of fixed routes will reduce the demand on the “on demand service” allowing greater flexibility for Menominee medical transportation.
- See bus number on bus stop signs. Most pickups – shelter. Bus shelters at Long Lake Road, casino and college. – ***Bus signage, numbers and shelters are addressed previously under transit recommendations.***
- Transportation should have 24 hour on call transit available for domestic violence persons who need an emergency ride to a safe place.
 - **Recommendation:** The Menominee DTS and other domestic violence agencies or groups should work to identify specific funding for domestic violence person transportation. A Memorandum of Understanding should be created with partner groups if funding can be achieved.
- Interest in Transportation from Duluth, MN to Menominee Reservation - for appointment for children that are in care with relative. Children need dental or maybe other surgery done. Children are with relative on reservation and parent would like to be here for surgery. – **Special transportation cases can be discussed with Menominee Transit on a case by case basis.**
- Is there a possibility of providing a route to the Gresham area?
 - **Recommendation:** The Menominee DTS should Work with the Town of Gresham and the Stockbridge-Munsee Band of Mohican Indians to expand Menominee Transit Service to the Town of Gresham. A Memorandum of Understanding should be created.
- I would like to see bike paths along Hwy VV - going east along the lake. Bike paths on all reservation roads allow people to exercise, somewhat more safely.
 - **Recommendation:** MITW should work with Menominee County to study CTH VV to determine the feasibility of adding bike lanes.
- I use to ride the 7 a.m. bus to work at the clinic but because the school children rode it was often late getting to Keshena and I had to use vacation time each day that I was late for work. – ***The Menominee Transit fixed routes previously recommended under transit recommendations should keep the bus on a schedule which would prevent scheduling conflicts.***
- I would like see a fixed transit route to Zoar.
 - **Recommendation:** The Menominee DTS should evaluate the feasibility of a fixed route to Zoar through the development of the Transit Development Plan.

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- What about the ecology area of buses using propane in the buses?
 - **Recommendation:** The Menominee DTS should evaluate the feasibility of alternative fuels to increase fuel economy through the development of the Transit Development Plan.
 - I don't like sidewalks next to the river or any public access next to the river or lakes.
 - ***No sidewalks or public access to the river or lakes are being recommended in this plan.***
 - I would like to submit a question about the Transportation plans. On a weekly basis I have talked with Elders out at the NorthStar Casino and they always discuss going to DOTS and request if there could be a transit bus that would take Senior Citizens to the Casino (NorthStar). There are Elders who have no vehicle to go there so they are always asking family members or neighbors for a ride, but the inconvenience is that most of the time they have no money for gas to contribute to their ride to Bingo/Casino that day. So I would like to ask that this issue be addressed.
 - **Recommendation:** The Menominee DTS should Work with the Town of Gresham and the Stockbridge-Munsee Band of Mohican Indians to expand Menominee Transit Service to the North Star Casino. A Memorandum of Understanding should be created.
 - People who depend on transportation as their only mode of transportation really need access to the transit system 7 days a week and prior to noon on Saturdays. Example: I rely myself on transportation and arrived late to the legislative meeting due to this delay in transit.
 - ***The Menominee Transit fixed routes previously recommended under transit recommendations should keep the bus on a schedule which would prevent scheduling conflicts.***
 - **Recommendation:** The Menominee DTS should look into the feasibility of expanding their service hours through the development of the Transit Development Plan.